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THIS IS UNEVALUATED INFORMATION

- Following the conclusion of World War II the shipping company known as Magyar-Szovjet Hautozasi Rt (Meszhart) was originated as a Hungarian-Soviet combine. On 1 Jan 52 (possibly 1 Jan 53) the Danube Sea Navigation Company (Detert) and the Hungarian River Navigation Company (Mahart) were founded from Meszhart, which then went out of existence. The major difference between Detert and Mahart is that ships of Mahart travel from Austrian river ports and from Budapest down the Danube river as far as Izmail and Reni and do not go into the high seas. Detert, on the other hand, operates ships directly from Budapest and, in some cases from Czechoslovakian Danube River ports, to the Eastern Mediterranean and to areas such as Albania. Detert ships carry no local Danube river cargo, but cargo from Hungary to various foreign ports is transported by them. Mahart, on the other hand, carries only local Danube River cargo.
- Detert's history as an operating company dates back to before World War II. It was first organized about 1936 as an operating company and it then had more ships than today. Its first ship was the "Budapest" and eventually a total of seven vessels was acquired before World War II. Due to the war-time acquisition of its ships by the German military services, Detert went out of existence about 1942. When Meszhart was organized after the war Detert was not then in existence as a private company and all of its assets had been taken over by the government under Hungary's nationalization laws.
- At the present time Detert is not a private shipping company but operates seagoing vessels as an agent for Mahart. Mahart is the general name applied to all of Hungary's shipping activities, including water transportation on lakes, rivers and seas. Thus, a part of Mahart is Detert which is engaged in deep-sea navigation as compared to river shipping. The head of Mahart is superior to Detert's chief although Detert's personnel are usually left alone to direct its activities. As of November 1956, Detert operated deep-sea vessels, as indicated below:

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Name	Year Built	Weight Tons	Horsepower
MS Debrecen	1939	1,226	800
MS Budapest	1933 or 1934	526	500
MS Tisza	1938	1,220	800
MS Balaton	1956	1,250	800
MS Beke	1955	1,250	800
MS Szeged	1936	6.1	360

All of the above vessels were built in Budapest by the Ganz and Company (Gheorghiu Dej) shipyard and all are diesel-powered except the MS Szeged which is diesel-electric. The MS Balaton and the MS Beke, the two newest ships, were built as special seagoing vessels and were not designed to travel up-river to Budapest; instead, Braila, Rumania, is considered to be their farthest up-river port of call.

5. Hungarian river tugs are all operated by Mahart although before Mahart's existence tugs were under Meszhart's supervision. About the only area on the Danube where tugs are used to assist river travel is the Iron Gate area. Here, tugs are used between Turnu Severin and Drenkova, although occasionally tugs assist vessels as far upstream as Moldova Nova. Through the Iron Gate the current of the Danube is quite fast and sometimes reaches speeds of 12 to 14 miles per hour so that the service of tugs is often required.

6. Mahart employs about two thousand persons aboard its various vessels.

[redacted] in Mahart's head office at Budapest there are about 160 employees. Mahart has many other offices and has shore-based personnel in each port served by it so the total number of employees ashore is difficult to estimate. Detert has a total of 130 personnel aboard its various ships, averaging from 20 to 22 aboard each vessel, including the captain. Shore-based personnel for Detert numbers but 16; all are at Budapest where Detert's only office is located. Monthly salaries paid Detert's employees afloat are as follows: captains, 1,600 forints; officers and engineers, 1,300 forints; under-officers, one thousand forints; sailors, AB's, cooks and others, 700 to 800 forints. The director of Detert received two thousand forints monthly and the average salary of shore-based personnel is about one thousand forints per month.

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7. [redacted] the general condition of Detert's fleet, excepting for the MS Balaton and the MS Beke, the last vessels built, is that each ship is from 65% to 70% of the operating efficiency of a new vessel. Every year some repairs are made to each of its various ships. On the average, each Detert ship spends one month per year in a shipyard for repairs although on occasion some vessels might spend as long as three months in shipyards due to heavy work loads and slow repair facilities.

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8. Vessels under Detert on a usual outbound voyage require an average of $4\frac{1}{2}$ to five days to travel from Budapest to Istanbul, where they remain for from two to three days. From Istanbul to Izmir, also in Turkey, requires about 32 hours time underway. After a one day's stay in Izmir vessels proceed to Beirut, requiring from $2\frac{1}{2}$ to three days for this voyage. Following a stopover of one to two days at Beirut Detert's ships then head for Alexandria which is reached in $1\frac{1}{2}$ days. Alexandria is usually the voyage's terminal point and vessels remain there from three to four days. From Alexandria the ships usually return directly to Budapest, requiring about two weeks for the trip home. Turn-around time in Budapest varies between seven and 10 days. Based on this

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schedule, the shortest voyage, if all goes well, requires about five weeks during the summer while an average voyage takes between six and seven weeks, assuming that there is a sufficient height of water on the Danube. During the summer months of July, August and September the Danube is at low water and Detert's vessels go either to Constanta or to Braila where Budapest cargo is transhipped.

9. The rate of loading and unloading cargo for Detert's ships depends to a great deal on the cargo and the type of cranes or derricks employed. On a usual outbound voyage from Budapest general cargo is carried and it is loaded by shore cranes at an average loading rate of about 2½ tons per hour. Unloading of general cargo by the ship's derricks is done at an average rate of 10 tons per hour. Cotton, which is usually loaded at Alexandria for the return voyage, is normally handled by two gangs and can be loaded by them at the rapid rate of 50 tons per hour. Unloading of cotton is normally performed at Budapest by shore cranes and is done very fast.

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10. The MS Balaton was built for Detert as an addition to Detert's fleet;

[redacted] In addition to the Balaton the Ganz and Company shipyard at Budapest has built 74 ships similar to it, plus 56 other vessels, including tugboats and river boats, which were given to the USSR as reparations. [redacted] all of the Balaton-type vessels which were given to the Soviets were routed via the Suez to the Far East, where they are based at Vladivostok and the Sakhalin Islands. [redacted]

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[redacted] an engineer for the Ganz shipyard, [redacted] had made two trips aboard Balaton-type vessels to Vladivostok when the vessels were delivered to the Soviets and he had then flown back to Budapest.

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11. Vessels of one thousand and over gross tons do not always terminate their voyages at Budapest; the determining factor is the amount of water in the Danube river. Iceing conditions are such that the last voyage on the Danube is made about Christmas and voyages are resumed about the middle of February. One reason for suspending travel on the Danube in winter is that many buoys and river markers, particularly near the Iron Gate, are removed before the river ice damages them. During the summer months when the Danube is at low water stage, or if a very heavy cargo is being shipped, transshipment to large vessels is made at Braila or at Galati. Of the two ports, Braila is used about 95% of the time. During the winter Constanta is often used as a river transshipment port but, during the past year (1956), Detert began to tranship during the winter months, particularly with the MS Balaton and other large seagoing ships, at Trieste or Fiume (Rijeka). Apparently, transshipment to these ports will increase in the future.

12. Detert's ships have carried cargo for Hungary, Rumania and Czechoslovakia and, more lately, for West Germany. If there is sufficient water in the Danube its vessels can travel up as far as Komarno, Czechoslovakia. Generally, though, most Czech cargo is transhipped at Braila from Detert's ships into Czech lighters which are then towed up the Danube by tugs. The usual tow consists of from five to six lighters, each of a thousand tons, and the voyage from Braila to Komarno requires about one month. The best tow time between these two ports is about three weeks.

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13. [redacted] Outbound vessels from Budapest are always fully loaded and never leave in ballast. But many times Detert's vessels travel in ballast between Beirut and Alexandria, or from Alexandria to various Turkish ports. As most Detert vessels have no ballast tanks sand ballast is usually loaded at Beirut for the voyage to Alexandria

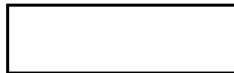
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and from there to the various Turkish ports.

14.  there are no tramp vessels nor is there tramp service under the Hungarian flag. Detert itself operates on a regularly scheduled service.

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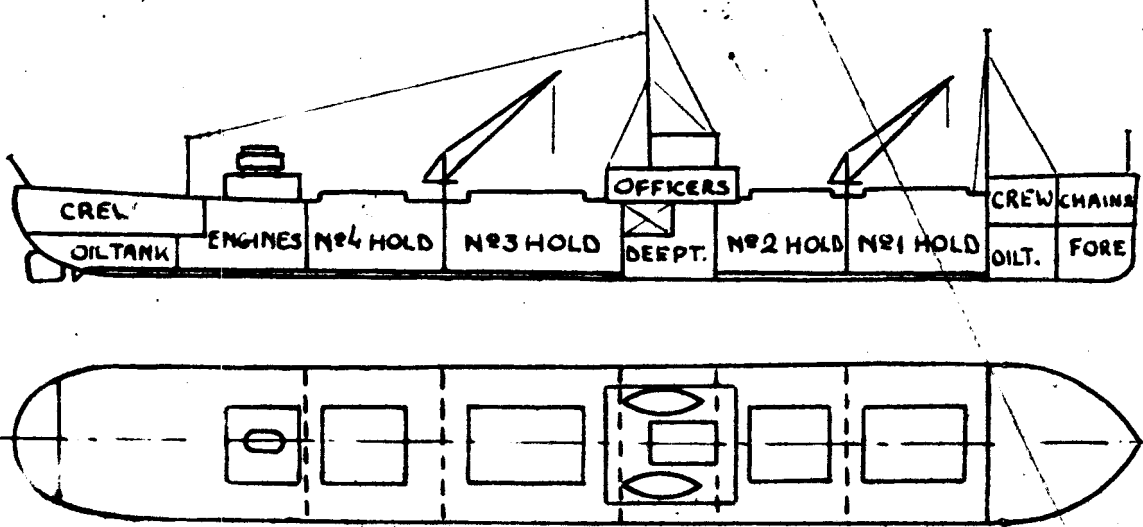
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GENERAL PARTICULARS

DIMENSIONS

Length 74m
 Breadth 9.86m
 Depth 4.70m
 Draft 1.90m
 Draft 2.20m
 Gross Tonnage 1022
 Net Tonnage 554

CAPACITIES

Holds

№1 Hold 435
 №2 " 432
 №3 " 503
 №4 " 350

Total in Holds 1720

Three Anchors type Hall's 125
 One Anchor 24-Admiral's
 One Anchor ---
 Stud link Chain 33m high
 Pension steel Length 385m

LOADING SCALE

FREE BOARD	TEN'S CM	DRAFT	WEIGHT COY.
11	6.0	36	1500
12	6.0	35	1400
13	6.0	34	1300
14	6.0	33	1200
15	6.0	32	1100
16	6.0	31	1000
17	6.0	30	900
18	6.0	29	800
19	6.0	28	700
20	6.0	27	600
21	6.0	26	500
22	6.0	25	400
23	6.0	24	300
24	6.0	23	200
25	6.0	22	100
26	6.0	21	0
27	6.0	20	
28	6.0	19	
29	6.0	18	
30	6.0	17	
31	6.0	16	
32	6.0	15	
33	6.0	14	
34	6.0	13	
35	6.0	12	
36	6.0	11	
37	6.0	10	
38	6.0	9	